G 376

GENERAL SHEET.

MAP OF
NANSEMOND RIVER, VA.

From survey made under the direction of

CAPTAIN F. A. HINMAN,
Corps of Engineers, U. S. A.,

By H. J. Gielow, Assistant Engineer,

April 21—May 14, 1887.

Scale.

0 1,000 2,000 3,000 4,000 5,000 6,000 feet.

NOTE.

This map consists of one general and five detail sheets.

The soundings are expressed in feet and tenths, and show the depths at mean-low water; only characteristic soundings are given to represent the form of the bottom. Number taken 11,416, number given 1,866.

The mean rise and fall of the tide at Suffolk Bridge is 3.73 feet, at Newman's Point 3.01 feet.

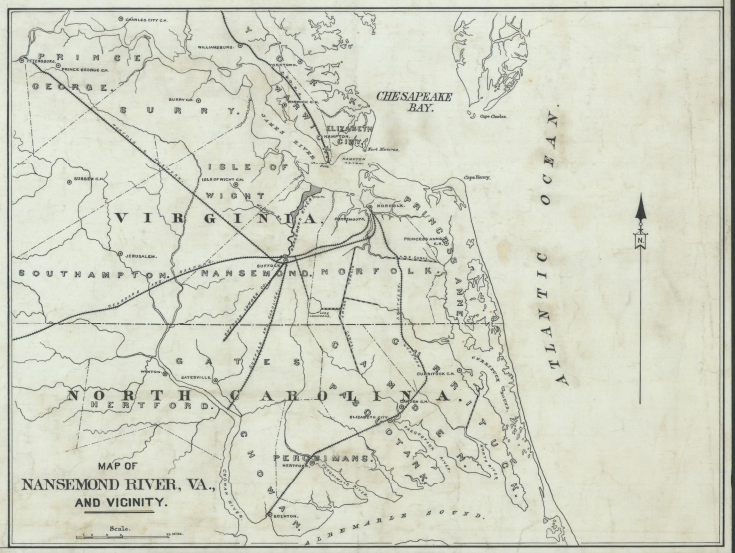
The 6 foot curve is drawn in green.
" 0 " " " " red.
" 10 " " " " blue.
" 12 " " " " black.

The contours are drawn in brown, the first representing the mean elevation of marshes. The vertical distance between contours is 10 feet.

The shoals to be removed are shaded and numbered from the head of navigation down-stream. All proposed structures are shown in red.

To accompany my report, dated Sept. 2, 1887, to the Chief of Engineers, U. S. Army.

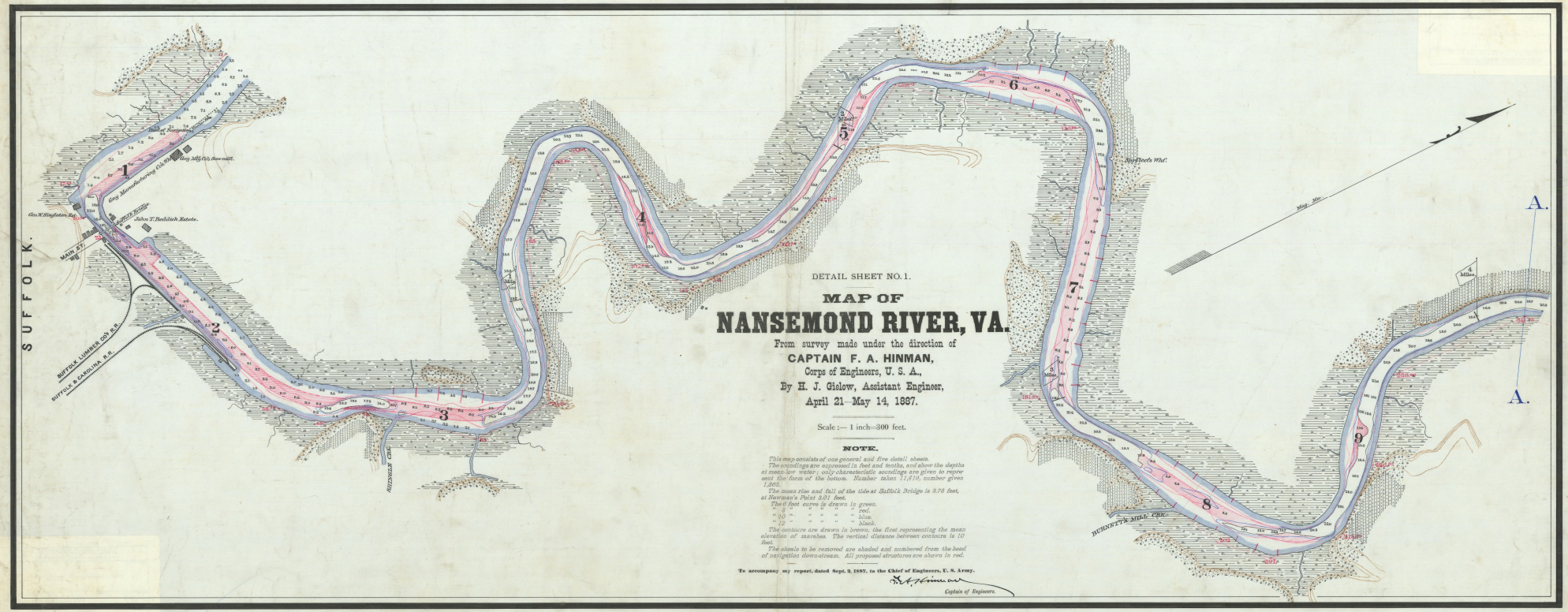
F. A. Hinman
Captain of Engineers.



MAP OF
NANSEMOND RIVER, VA.,
AND VICINITY.

Scale.

G 370



DETAIL SHEET NO. 1.

MAP OF
NANSEMOND RIVER, VA.

From survey made under the direction of
CAPTAIN F. A. HINMAN,
Corps of Engineers, U. S. A.,
By H. J. Gielow, Assistant Engineer,
April 21–May 14, 1887.

Scale :— 1 inch=300 feet.

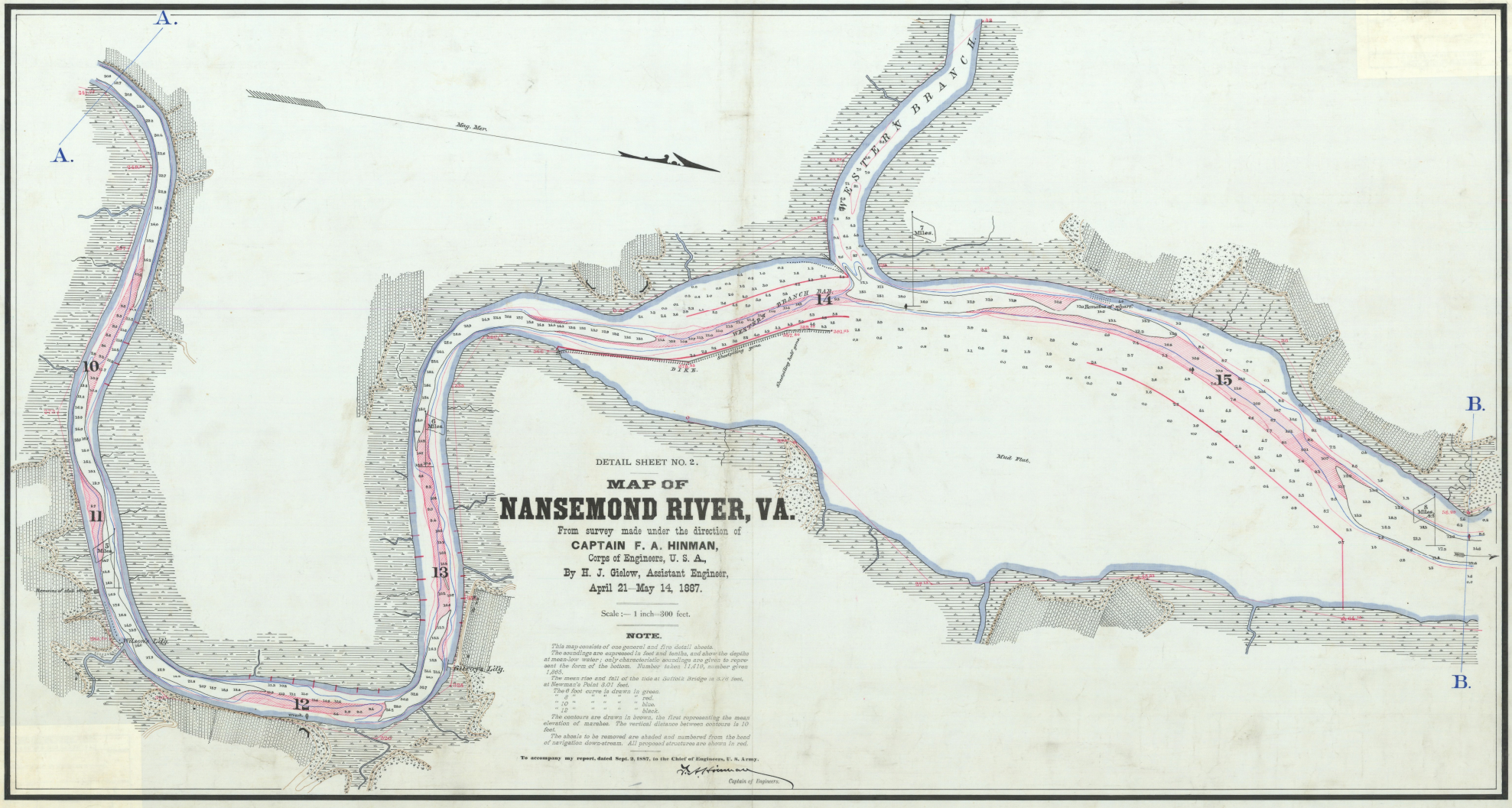
NOTE.

This map consists of one general and five detail sheets.
The soundings are expressed in feet and tenths, and show the depths at mean low water; only characteristic soundings are given to represent the form of the bottom. Number taken 11,416, number given 1,965.
The mean rise and fall of the tide at Suffolk Bridge is 3.76 feet, at Newman's Point 3.01 feet.
The 6 foot curve is drawn in green.
" 8 " " " " red.
" 10 " " " " blue.
" 12 " " " " black.
The contours are drawn in brown, the first representing the mean elevation of marshes. The vertical distance between contours is 10 feet.
The shoals to be removed are shaded and numbered from the head of navigation down-stream. All proposed structures are shown in red.

To accompany my report, dated Sept. 2, 1887, to the Chief of Engineers, U. S. Army.

F. A. Hinman
Captain of Engineers.

G 376



DETAIL SHEET NO. 2.

MAP OF
NANSEMOND RIVER, VA.

From survey made under the direction of

CAPTAIN F. A. HINMAN,

Corps of Engineers, U. S. A.,

By H. J. Gielow, Assistant Engineer,

April 21—May 14, 1887.

Scale:— 1 inch—300 feet.

NOTE.

This map consists of one general and five detail sheets.

The soundings are expressed in feet and tenths, and show the depths at mean-low water; only characteristic soundings are given to represent the form of the bottom. Number taken 11,410, number given 1,865.

The mean rise and fall of the tide at Suffolk Bridge is 3.6 feet, at Newman's Point 3.01 feet.

The 6 foot curve is drawn in green.
" 8 " " " " red.
" 10 " " " " blue.
" 12 " " " " black.

The contours are drawn in brown, the first representing the mean elevation of marshes. The vertical distance between contours is 10 feet.

The shoals to be removed are shaded and numbered from the head of navigation down-stream. All proposed structures are shown in red.

To accompany my report, dated Sept. 2, 1887, to the Chief of Engineers, U. S. Army.

F. A. Hinman
Captain of Engineers.

G 376

DETAIL SHEET NO. 3.

MAP OF
NANSEMOND RIVER, VA.

From survey made under the direction of
CAPTAIN F. A. HINMAN,
Corps of Engineers, U. S. A.,
By H. J. Gielow, Assistant Engineer,
April 21—May 14, 1887.

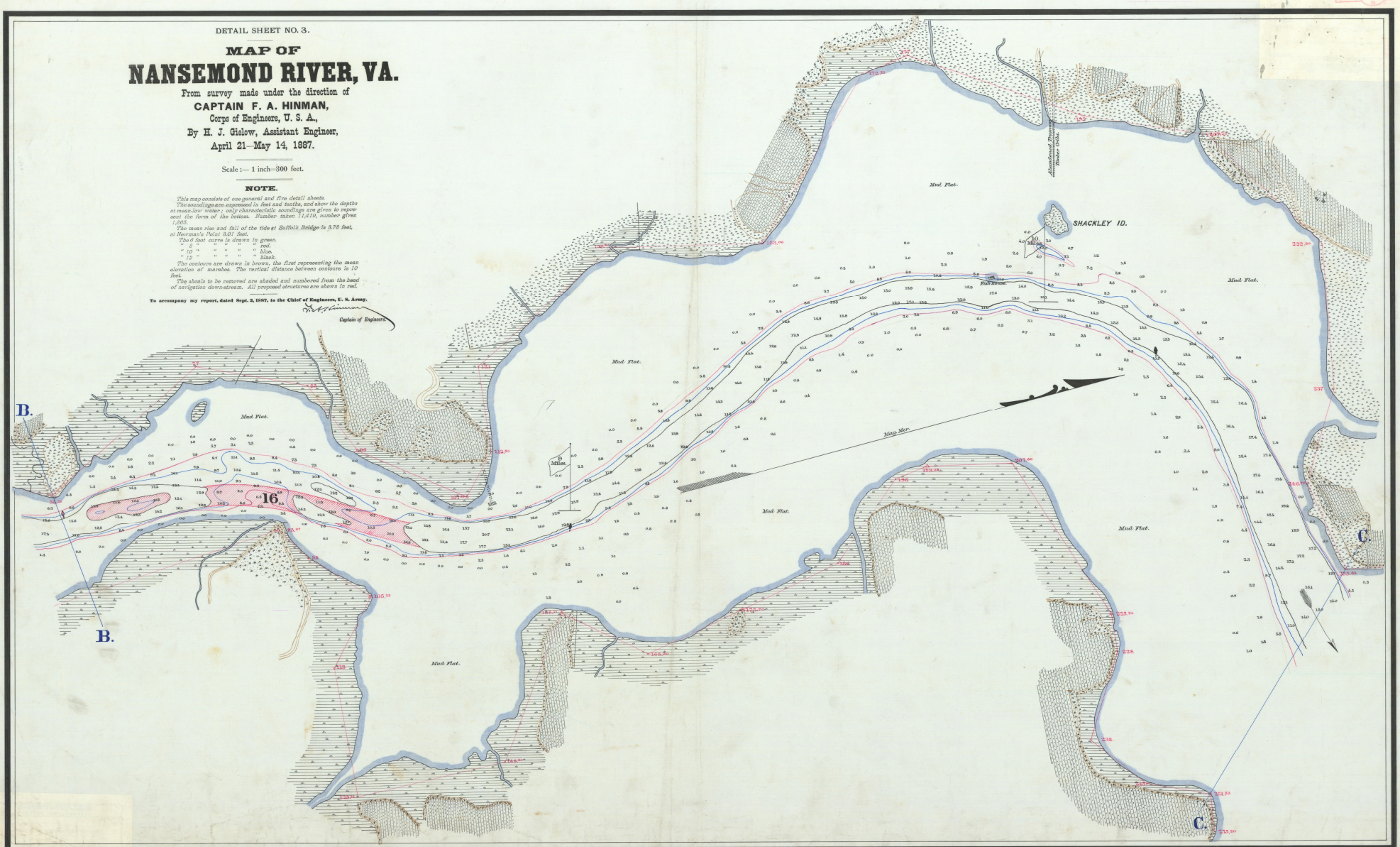
Scale :— 1 inch—300 feet.

NOTE.

This map consists of one general and five detail sheets.
The soundings are expressed in feet and tenths, and show the depths at mean-low water; only characteristic soundings are given to represent the form of the bottom. Number taken 11,410, number given 1,065.
The mean rise and fall of the tide at Suffolk Bridge is 3.78 feet, at Newman's Point 3.01 feet.
The 0 foot curve is drawn in green.
" 5 " " " " red.
" 10 " " " " blue.
" 15 " " " " black.
The contours are drawn in brown, the first representing the mean elevation of marshes. The vertical distance between contours is 10 feet.
The shoals to be removed are shaded and numbered from the head of navigation down-stream. All proposed structures are shown in red.

To accompany my report, dated Sept. 2, 1887, to the Chief of Engineers, U. S. Army.

W. F. Hinman
Captain of Engineers.



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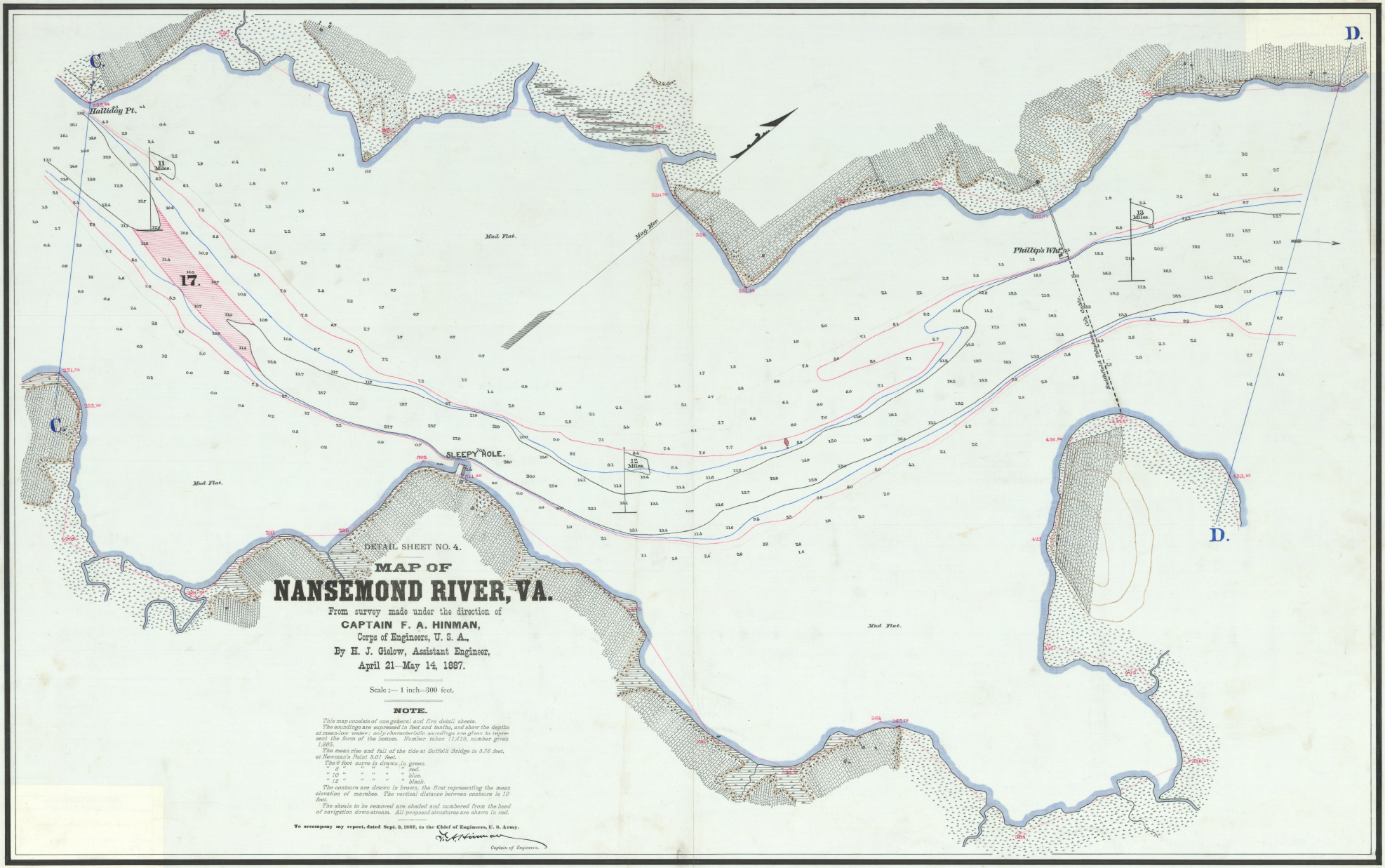


DETAIL SHEET NO. 4.

MAP OF
NANSEMOND RIVER, VA.

From survey made under the direction of

CAPTAIN F. A. HINMAN,

Corps of Engineers, U. S. A.,

By H. J. Gielow, Assistant Engineer,

April 21—May 14, 1887.

Scale:— 1 inch—300 feet.

NOTE.

This map consists of one general and five detail sheets.

The soundings are expressed in feet and tenths, and show the depths at mean-low water; contemporaneous soundings are given to represent the form of the bottom. Number taken 11,419, number given 1,865.

The mean rise and fall of the tide at Suffolk Bridge is 3.70 feet, at Newman's Point 3.01 feet.

The 6 feet curve is drawn in green.
" 8 " " " " red.
" 10 " " " " blue.
" 12 " " " " black.

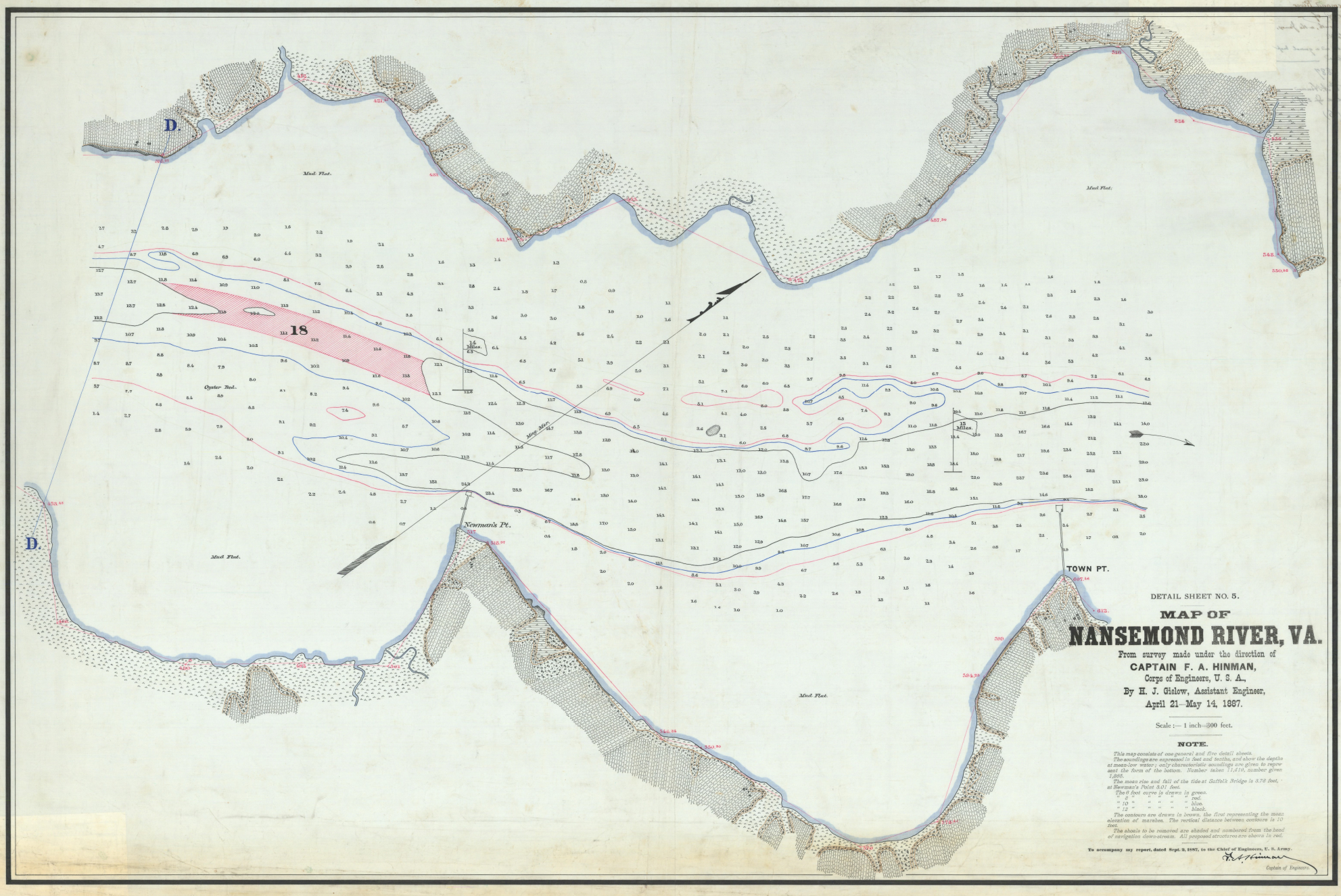
The contours are drawn in brown, the first representing the mean elevation of marshes. The vertical distance between contours is 10 feet.

The shoals to be removed are shaded and numbered from the head of navigation down-stream. All proposed structures are shown in red.

To accompany my report, dated Sept. 9, 1887, to the Chief of Engineers, U. S. Army.

F. A. Hinman

Captain of Engineers.



DETAIL SHEET NO. 5.

MAP OF
NANSEMOND RIVER, VA.

From survey made under the direction of

CAPTAIN F. A. HINMAN,

Corps of Engineers, U. S. A.,

By H. J. Gielow, Assistant Engineer,

April 21—May 14, 1887.

Scale :— 1 inch—800 feet.

NOTE.

This map consists of one general and five detail sheets.

The soundings are expressed in feet and tenths, and show the depths at mean low water; only characteristic soundings are given to represent the form of the bottom. Number taken 11,410, number given 1,865.

The mean rise and fall of the tide at Suffolk Bridge is 3.72 feet, at Newman's Point 3.01 feet.

The 6 feet curve is drawn in green.
" 8 " " " " red.
" 10 " " " " blue.
" 12 " " " " black.

The contours are drawn in brown, the first representing the mean elevation of marshes. The vertical distance between contours is 10 feet.

The shoals to be removed are shaded and numbered from the head of navigation down-stream. All proposed structures are shown in red.

To accompany my report, dated Sept. 3, 1887, to the Chief of Engineers, U. S. Army.

F. A. Hinman

Captain of Engineers.